Mr. Gould Says the Kindest Thing He Can Say About the Ramsey Call for Proxies Is Nothing at All-Wabash Debenture B's Jump Up in Price.

The contest for the control of the Wabash Railroad, which has been precipitated by President Ramsey's call for proxies for use at the annual meeting on October 10, became more active yesterday upon Mr. Ramsey's return from Pittsburg. George J. Gould, chairman of the board, returned yesterday from the Catskills and was in conference with his advisers. When asked what he thought about Mr. Ramsey's call for proxies he said:

It is not worthy of notice. The kindest thing I can do is to make no comment upon

When Mr. Ramsey was told of what Mr. Gould had said, he said that neither Mr. Gould not any of his advisers need feel under any obligations to show consideration for

Although Mr. Ramsey has openly advertised his intention of taking control of the railroad away from the Gould interests, he went yesterday to his office in the Westem Union Building directly adjoining that of George J. Gould. These offices are on the fifth floor. For the last few days carpenters have been repairing offices on the fourth floor which were formerly occu-nied by the Interborough company. It was pied by the Interborough company. It was said yesterday that Mr. Gould would occupy these new offices as soon as they were ready, thus apparently leaving the president of the Wahash in undisputed possession of the fifth floor and getting out of his way as much

Ramsey's position at the present time is somewhat remarkable. He is still president of the Wabash Railroad and was in the Wabash office yesterday and said that he would make that office his head-quarters until the annual meeting on Octo-ber 10. At the same time he has not been allowed to exercise any of the functions of the presidency. Access to the stock books has been denied him and he is not allowed to see the results of the railroad's operation.
"I do not feel that it is dignified," said Mr.

"I do not feel that it is dignified," said Mr. Ramsey yesterday, "to have a fight with persons in the secretary's office in regard to a safe of which they have the key. I can accomplish my results without quarreling with them or going to law about it."

Mr. Ramsey said that his leave of absence had not been forced upon him, but that at a meeting of directors held before either he or Mr. Gould had gone to Europe, which meeting he had not attended, Mr. Gould had been elected acting president.

To add to the general complication he says To add to the general complication he says that Mr. Gould can no longer be acting presi-dent, because the Ramsey leave of absence dent, because the ramsey leave of absence terminated upon his return from Europe. He said that he had offered his resignation to the Wabash directors before going to Europe, but that they had not accepted it.

Mr. Ramsey said that he had no intention of going into a losing fight and would not have asked for the Wabash proxies if he was not convinced that he could get them.

Control of the road he attack rested with was not convinced that he could get them. Control of the road, he stated, rested with individual holdings and not with the Goulds. He did not know how the Rockefeller interests would vote. He had no personal quarrel with Mr. Gould, the dispute being entirely as regards the policy and management of the railroad. If he should win the Gould holdings would have nothing to fear from his management.

fear from his management.

Transactions in the Wabash debenture B Transactions in the Wabash debenture B bonds, which have power to elect six directors, have been extremely heavy in the last few days. Since Mr. Ramsey's advertisement was published the bonds have advanced points. They closed at the highest last night. It is believed by many that control of the road rests with the ownership of these bonds.

### KATY IN ENEMIES COUNTRY. Hostile Territory It Serves One Reason for No Dividend.

In the annual report of the Missouri; Kansas and Texas Railroad, published yesterday, Chairman Rouse calls attention to the general antagonism to the railways throughout the section in which the comclaims were filed against the company. Mr. Rouse said that many of the claims are of a frivolous character and would not be tolerated in a more conservative community. The total expenditure of the claim department amounted to \$257,341, constituting a large item of operating ex-

what he terms very drastic legislation in Kansas and Missouri, which practically puts in the hands of the railroad commis-sions of those States the ratemaking power. He says that similar agitation is spreading to Oklahoma and that nearly the whole of the territory traversed by the M., K. & T. likely to be subject to restrictive control Is likely to be subject to restrictive control. In view of this agitation it is not deemed wise to pay any dividends out of the modest surplus the company possesses. Another reason given for not paying dividends is the omission at the time of reorganization to provide capital for improving the mailroad, which has compelled the management to use all surplus revenues for that purpose. President Finney says that future prospects for business are most flattering, the President Finney says that future prospects for business are most flattering, the wheat crop in Missouri, Kansas and Oklahoma, being of enormous extent. Passenger traffic last year showed a remarkable growth, largely owing to the settlement ofnew districts. The falling off of revenue from the movement of coal is due to the large increase in the use of oil and gas for fuel purposes, and the report says that this condition of affairs is likely to increase. Improvements were greatly hindered last winter by the severe weather in the South. winter by the severe weather in the South.

Total earnings amounted to \$20,041,095,
an increase of \$2,274,500. Expenses also
showed a large increase and net earnings
increased \$365.534. The final surplus, which
is \$40,000, shows an increase of \$29,000.
The surplus was equal to shout 1.2 presents. The surplus was equal to about 1.2 per cent. earned on the common stock, a slight increase over the amount earned last year. he report says that thirty locomotives and here than 2,000 cars have recently been

## SULLY STARTS A BLIND POOL To Bull Cotton, Offering Subscribers 80

Per Cent. of the Profits. Daniel J. Sully is advertising for subscriptions to a blind pool to bull cotton. He advertises that the money will be derosited with banks and trust companies costed with banks and trust companies in this city and that the net profits will be divided from time to time pro rata in proportion to the amount subscribed, except that he will take 20 per cent of the net profits for his own compensation. Mr. Sully said yesterday that the subscriptions were coming in much more rapidly than he had expected. When asked how much he would take he refused to answer. He said that Joseph H. Hoadley had no connection with the movement. He would not state when he was going to begin the camstate when he was going to begin the cam-

## FINANCIAL NOTES.

The Mexican Central Railway has purchased majority of the stock of the Mexican National Construction Company, which owns eightynine miles of railroad in Mexico besides stocks and bonds of other railroads.

## Business Troubles.

Judge Dowling of the Supreme Court has appointed Harry S. Bandier receiver for Appointed Harry S. Bandier receiver for H. J. Hopkins & Co., corporation, stock-brokers of Newark, N. J., in a suit brought by Henry Oviatt, who obtained a judgment against the corporation in this city on March 24 for \$3,236. 24 for \$3,236.
A creditors' petition in bankruptcy has been filed against Louis Epstein, cloak manufacturer at 12 Greene street, by E.A.Karelson, attorney. Mr. Karelson said that the place was cleaned out yesterday morning and that nothing was left, not even a button. Judge Holf appointed James N. Rosenberg receiver of the assets, with a bond of \$500. GOSSIP OF WALL STREET.

The comment is generally made that it is easier to sell stocks than to buy them. This has been true of the market for some time. The holders of securities outside of Wall Street are just now so hopeful of the future that they show little desire to part with them with the idea of recovering them at lower prices. At this time of the year, when the agricultural regions are in the midst of the harvest, and merchants are making preparations for the fall and winter trade, and railway earnings are increasing, the holders of securities naturally are optimistic as to the immediate future of the business of the country and are not inclined to sell. Their confidence in values remains strong so long as they detect in the daily fluctuations in the stock market no evidences of the liquida-tion of concentrated holdings by capitalists whose operations in the market determine to a considerable extent the movement of prices. Those who have bought stocks for investment or speculation note that while everybody is talking about the possibility of tight money few people appear to be very anxious to sell stocks. Despite the depletion of the local bank reserves and the probability of a further loss of cash in considerable volume the rates for money have advanced only slightly. There has been a great deal of purely Wall Street selling of stocks for both accounts because of the fear of tight money, but this selling has so far had little effect on the market. Much of white selling has been what may be termed "good selling."

But these who have sold admit that the market But those who have sold admit that the market shows a remarkable capacity for takin

Some of the operators who are working for lower prices took the same position on the market last, summer when the bull market was just getting under way. They believed then, as they do now, that conditions throughout the country warranted higher prices for securities, but they did not like the spec-tacle of a purely professional campaign for higher prices without any public following They fought the advance for weeks, and die not confess themselves beaten until September, when, on the harvest outlook, the public began to come into the market. The then took the bull side and followed it into the winter. Now they believe, despite the much higher level of prices, that many of the leading stocks are intrinsically worth much more than they are selling for, and that con ditions in the country are such as to make a bull campaign attractive, but they hol that for the moment the lowering of th bank reserves must cause liquidation before the advance can be safely resumed. They believe that the further this advance is carried now the greater will be the reaction within the course of the next few weeks.

The speculative community will await with interest the remarks to be made by Mr. Vanderlip three weeks from to-morrow at the bankers' convention in Washington.

market and who regard Union Pacific as the most trustworthy barometer of the speculative situation are making predictions of an interesting character as to the course of this stock during the next few weeks. They look to see it sell at 120 again before it makes a new high price, and they are freely predicting that it will sell at 125 before the movement of money to the interior is over. It is also interesting to note that some of those prophets who are talking of the early June prices for Union Pacific are also willing to go on record as predicting that the stock will sell at 150 during the bull market they are expecting some time in the winter. Many of those who are bearish on the inimediate market are evidently anxious for the opportunity of buying Union Pacific below 130. This sort much selling of stocks by commission house customers. The public which trades in moderate amounts of stocks through the commission houses wants opinions as to the ultimate trend of prices. If it believes that the ultimate trend is upward but that lower prices may be looked for in the meantime. it will not sell stocks, but will give orders for

A house which is unreservedly bullish said yesterday: "To our minds a great deal of the intrinsic merit of the strength of to-day's market was lost in the fact that manipulation and professionalism have contributed so largely to the result, for, while we see the market smartly advanced, we do not see a proportionate increase in commission house business, and when the operations on the part pany operates. During the year, 9,069 of pools and traders cease the market becomes absolutely dull."

operator who has invested very largely in the stock in the past year or more, "earned \$500,000 net. I understand that it was demonstrated in that month that the road can be operated under favorable circumstances at 44 per cent. The operation ratio in the last fiscal year was enses.

Chairman Rouse also calls attention to in gross earnings in the next two years and the economies that will result from the physical improvement of the property the road will earn 6 per cent, on the stock, which is more than the Metropolitan has been earning recently. Brooklyn Rapid Transit is much more entitled to sell at 130 now than it was in the day of Gov. Flower. I can see value in the stock to-day where I could not see it five or six years ago. There is one thing to be kept in mind regarding Brooklyn Rapid Transit and, in fact, all traction stocks in New York, and that is that, whatever may be the state of business throughout the country or the size of the crops, the earnings of urban railways in New York must constantly increase. The growth of the population is something that can be counted upon with certainty. I believe that both Brooklyn Rapid Transit and Metropolitan can be confidently bought by anyone who has the patience to hold them.

A house whose loans were in the neighborhood of \$15,000,000 in last winter's bull market was borrowing only \$1,000,000 yester-

day. A broker who, a year ago for certain capitalists bought 150,000 shares of a railway stock that has since advanced \$50 a share is just as bullish on the market now as he was then. "When you see the big men with the stocks and refusing to sell them after the advance of the past year you must be bullish," he says.
"I cannot see anything in sight a long way ahead to sell stocks on. Mercantile conditions are unusually sound. Merchants throughout the country are anticipating a year of exceptional prosperity. But they are not buying extravagantly. One of the mercantile houses in New York has alread sold for this season \$5,000,000 worth of hosiery, and the wool is still in the raw state. I know one merchant who has ordered only one-fourth of his normal requirements, and his case, I am told, is typical. Commercial commitments are being made with conservatism The only thing that appears to be urged against the advance in prices is the fear of tight money. Addison Cammack learned in his later years that it is not a wise thing to sell stocks on tight money. Those who are not in sympathy with the present advance in prices do not realize how rich the country has grown to be. When I came into Wall Street Daniel Drew was the biggest man in the Street, but I have four men I do business for now whose yearly incomes are larger than Daniel Drew's whole fortune was then."

ness for now whose yearly incomes are larger than Daniel Drew's whole fortune was then."

Baltimore and Ohio has been bought abroad in expectation of an early advance from this Principle.

tirely independently in his purchases of Wabash debenture Bs. He has bought them openly himself and he advised his friends to buy them when they were salling and be advised. to buy them when they were selling around 70. Mr. Keene first took an interest in Wabash securities last winter. He was first attracted to the stocks, but later he turned his attention to the debentures. Whether Mr. Ramtion to the debentures. Whether Mr. Ram-sey wins his fight with Mr. Gould or not, the current opinion is that the Wabash manage-ment will in the future have more regard for the outside holders of the company's securities. It is understood that for some time Mr. Ramsey has been in favor of paying some dividend on the debenture Bs, but that Mr. Gould has been opposed to any dividend. A year ago Mr. Ramsey, it is said, proposed a dividend of 2 per cent. Had the company

met the debenture B holders in a friendly spirit it is believed that the present controversy over the dividend on these bonds could have been avoided. The holders of the deceiving any return on their investment as at

## RAILROAD EARNINGS

MAIDROAD I	ARENTAN	13.
Gulf and Ship Island:		
1905.	1904.	Changes.
1st week Sept \$32,719	\$38,967 1	Dec. \$6,24
From July 1 343,592	339,829	
Missouri, Kansas and Te		
2d week Sept \$393,090	8418.663 I	Dec. \$25.56
From July 14,111,999	3,686,416	
	3,000,410	mo. 420,000
Twin City Rapid Transit:		
1st week Sept \$125,986	\$100,122	
From Jan. 13,137,071 Wabash:	2,913,945	Inc. 223,120
2d week Sept \$508,843	\$619,780 1	Dec. \$110.93
From July 1 5,271,489	5.755.071 1	Dec. 483.58
MISSOURI F		
		11 N.C.
The Missouri Pacific Rail for July :	lway Comp	any reports
1903.	1904.	Changes.
Gross earnings \$3,762,091	\$3.344.665 I	no. \$317,426
Oper. expenses 2,436,803		Dec. 32,647
Net earnings \$1,225,288	\$875,316 1	no. \$349,978

The Detroit United Railway Company reports for August: Gross earnings.... \$500,192 \$448,481 Inc. \$60,711 Oper. ex./and txs.. 281,865 247,651 Inc. 34,214 Net earnings.... \$227,327 \$200,830 Inc. \$26.407
MINNRAPOLIS, ST. PAUL AND SAULT STE, MARIE.
The Minneapolis, St. Paul and Sault Ste Marie
Railway Company reports for the year ended June
30: 1905. 1904. Changes. Gross earnings. \$8,716,622 \$6,998,498 Inc. \$1,723,124

DETROIT UNITED.

Op. expenses	4,502,607	8,746,780	Inc.	756,82
Net earnings Other income	\$4,214,015 66,836	\$3,246,718 88,655	Inc. Dec.	\$967,29 22,31
Total Frd ch's,trs, &c.				\$944.97 268,80
Surplus	\$2,063,416	\$1,387,248	Inc.	\$676,170
BUFFALO,	ROCHESTE	R AND PIT	TEBUR	o.
The Buffalo, I	Rochester	and Pitt	sburg	Railwa
Company reports				
		1904.		
Gross earnings	\$8,130,925	\$7,487,058	Inc.	\$643,86
Oper, expenses	5,187,099	4,519,514	Inc.	637,58
Net carnings.	\$2 043 820	\$2 087 544	Dec	\$23,71
Other income	143 345	353.437	Dec.	210,09
Omer moomen.	140,040	0001101	2.00.	
Total income		\$3,320,981		\$233,81
Fixed charges	1,678,889	1,580,107	Inc.	98,78
Net income	\$1 409 292	\$1 740 B74	Inc	\$332,593
Dividends	900,000	848 000	Inc.	42,00
Constr. Items &	800,000		me.	42,00
Cart's b'ds pale		994,129	Dec.	677,84
Surplus	\$191,9950	def\$111,255	Inc.	\$303,250
MISSOT	RI. KANS	S AND TE	XAS.	
The Missouri, pany reports for	Kansas a	nd Texas	Rallwa	ay Com
Gross carnings \$2				anges.
Gross carnings \$2	0.041.005	17 766 505	Inc. 1	2.274.500

Gross earnings.\$20,041,095 \$17,766,595 Inc. \$2,274,50 Oper, expenses, 14,568,436 12,659,470 Inc. 1,908,96 Net earnings. \$5,472,659 \$5,107,125 Inc. \$365,534 Other income . 425,181 316,723 Inc. 108,458 Total Income \$5,897,840 \$5,423,848 Inc. Charges:
Int. on bonds. \$3,864,718 \$3,316,172 Inc. S443,546 Rentals... \$96,647 703,068 Dec. 306,421 Taxes 369,284 \$39,240 Inc. 31,044 Total chgs . \$4,630,649 \$4,357,480 Inc. \$278.10 Surplus ... \$29,049 def\$287,575 Inc. Prev. surplus 911,847 1,199,417 Dec. Final surplus \$940,891 \$911,842 Inc. \$29,040
TOLEDO AND ONIO CENTRAL.
The Toledo and Ohio Central Railway Company
reports for the fiscal year ended June 30:

Gross earnings... \$3,766.651 \$3,598,884 Inc. \$167,967 Op. exp. & taxes.. 2,027,809 2,802,221 Inc. 125,588 Net earnings.... \$838,842 \$796,463 Inc. \$42,379 The Kanawha and Michigan Railway Company reports for the fiscal year ended June 30: reports for the iscal year ended suite 30:

1904. Changes.

1905. 1904. Changes.

Gross earnings...\$1,764,174 \$1,657,607 Inc. \$406,507

Op. exp. & taxes... 1,520,785 1,400,249 Inc. 111,536 Net carnings .... \$243,386 \$248,418 Dec. \$5,029 NORTHWESTERN ELEVATED.

The Northwestern Elevated Railroad reports for the year ended June 30:

the year ended June 30: 1905. 1904. Changes. Gross earnings... \$1,786,414 \$1,724,929 Inc. \$61,485 Oper. expenses... 616,828 566,076 Inc. 50,552 Net carnings....\$1,169,786 \$1,158,853 Inc. \$10,933

## INDUSTRIAL EARNINGS.

for the year ended July 31 1905.	1904.		hanges.
Total income\$7.958.568 Expenses 4,990,789	\$5.939.953 3.575,772		\$2,018.615 1,424,017
Net income\$2,958,779 Chgd. off & spl.	\$2,364,181	Inc.	\$594,508
depree, fund	20,022	Dec.	26,022
Surplus \$2,958,779 Dividends 2,198,215	\$2,335,150 2,417,899		\$620,620 210,684
Surplus \$700,564	def.\$79,740	Inc.	\$840,304

MARINE INTELLIGENCE. MINIATURE ALMANAC THIS DAT.

"Brooklyn Rapid Transit in July," says an perator who has invested very largely in the High wares this DAY. Sandy Hook 10:28 Gov. 1'd ... . 11:00 Hell Gate .. . 12:53

Arrived-Monday, Sept. 18.

Ss L'Aquitaine, Havre, Sept. 9.

Sz Zeeland, Antwerp, Sept. 9.

Ss Statendam, Rotterdam, Sept. 9.

Ss United States, Copenhagen, Sept. 6.

Ss Hellos, Rotterdam, Sept. 4.

Ss Cretic, Genoa, Sept. 1.

Ss American, Antwerp, Sept. 4.

Ss Mississippi, Manila, July 4.

Ss Gere, Aux Cayes, Sept. 9.

Ss Leander, Cardenas, Sept. 9.

Ss Leander, Cardenas, Sept. 6.

Ss Zulia, Maracaibo, Sept. 9.

Ss Barnton, Cardenas, Sept. 12.

Ss Balnes, Brunswick, Sept. 15.

Ss Kansas City, Savannab, Sept. 17.

Ss Jefferson, Norfolk, Sept. 17.

Ss Jefferson, Norfolk, Sept. 17.

Ss Oneida, Philadelphia, Sept. 17.

Ss Manna Hata, Baltimore, Sept. 16. Arrived-Monday, Sept. 18.

ARRIVED OUT. Sa Kaiser Wilhelm II., from New York at Cher ourg.
Ss Main, from New York at Bremen.
Ss Columbia, from New York at Glasgow,
Ss Minnehaha, from New York at London.
Ss Vaderland, from New York at Lover.
Ss Fuerst Bismarck, from New York at Dover.

SAILED FROM FOREIGN PORTS. Sa Prinz Oskar, from Palermo for New York.

Sa Grosser Kurfuerst, from Southampton for New York.

Sa Philadelphia, from La Guaira for New York.

Sall To-day   Madis   Vessels   Sall To-day   Madis   Sall   No   Sall   Sall   No   Sall   Sall   No   Sall   Sall   No   Sall   Sal
Mads   Close   Close
Close
Carpatia, Liverpool.   900 A M   Pannonia, Naples.   12 00 M   Pannonia, Naples.   3 00 P M   10 00 A M   10 00
Carpatia, Liverpool.   900 A M   Pannonia, Naples.   12 00 M   Pannonia, Naples.   3 00 P M   10 00 A M   10 00
Pannonia, Naples
Roma, Naples.
Princess Anne, Norfolk         800 P M           Castilian Prince, Rio Janerio         700 A M         10 00 A M           neiro         700 A M         12 00 M           Pathfinder, Porto Rico         900 A M         12 00 M           Tjomo, Campeche         12 00 M         500 P M           Noordam, Rotterdam         7 30 A M         10 00 A M           Baltic, Liverpool         6 00 A M         9 30 A M           Lombardia, Napies         8 30 A M         11 00 A M           Paloma, Matanzas         12 00 M         3 00 P M           Graecia, Hayti         9 30 A M         12 00 M           Nucces, Galveston         3 00 P M         3 00 P M           Algonquin, Charleston         3 00 P M
Princess Anne, Norfolk         800 P M           Castilian Prince, Rio Janerio         700 A M         10 00 A M           neiro         700 A M         12 00 M           Pathfinder, Porto Rico         900 A M         12 00 M           Tjomo, Campeche         12 00 M         500 P M           Noordam, Rotterdam         7 30 A M         10 00 A M           Baltic, Liverpool         6 00 A M         9 30 A M           Lombardia, Napies         8 30 A M         11 00 A M           Paloma, Matanzas         12 00 M         3 00 P M           Graecia, Hayti         9 30 A M         12 00 M           Nucces, Galveston         3 00 P M         3 00 P M           Algonquin, Charleston         3 00 P M
Castilian Prince, Rio Janati Religio
Reiro
Pathfinder, Porto Rico.         9 00 A M         12 00 M           Tjomo, Campeche.         12 00 M         3 00 P M           Salt To-morrow.           Noordam, Rotterdam.         7 50 A M         10 00 A M           Baltic, Liverpool.         6 00 A M         9 30 A M           Lombardia, Napies.         8 80 A M         11 00 A M           Paloma, Matanzas.         12 00 M         300 P M           Graccia, Hayti.         9 30 A M         12 00 M           Chalmette, New Orleans.         12 00 M           Nucces, Galveston.         3 00 P M           Algonquin, Charleston.         3 00 P M
Tjomo, Campeche
Sail To-morrow.   Noordam, Rotterdam.   7 30 A M   10 00 A M   Baltic, Liverpool.   6 00 A M   9 30 A M   Lombardia, Napies.   8 80 A M   11 00 A M   Paloma, Matanzas.   12 00 M   3 00 P M   Graecta, Hayti.   9 30 A M   12 00 M   12 00 M   Nucces, Galveston.   3 00 P M   3
Noordam, Rotterdam
Baltic, Liverpool         6 00 A M         9 80 A M           Lombardia, Napies         8 80 A M         11 00 A M           Paloma, Matanzas         12 00 M         3 00 P M           Graecia, Hayti         9 30 A M         12 00 M           Chalmette, New Orleans         12 00 M           Nucces, Galveston         3 00 P M           Algonquin, Charleston         3 00 P M
Lombardia, Napies
Paloma, Matanzas.         12 00 M         3 00 P M           Graecia, Hayti.         9 30 A M         12 00 M           Chalmette, New Orleans.         12 00 M           Nucces, Galveston.         3 00 P M           Algonquin, Charleston.         3 00 P M
Graecia, Hayti
Chalmette, New Orleans
Nucces, Galveston
Algonquin, Charleston 300 P M
Sail Thursday, Sept. 21.
Deutschland, Hamburg 6 30 A M 10 00 A M La Touraine, Havre 7 00 A M 10 00 A M
La Touraine, Havre 7 00 A M 10 00 A M
Esperanza, Havana 9 00 A M 12 00 Ai
Bayamo, Tampico 12 00 M 3 00 P M
El Alba, Galveston 800 P M
Jefferson, Norfolk 800 P M
INCOMING STEAMSHIPS.
Due To-day.
Paloma Matanzas Sept. 0
Nymphae Huelva Sept. 2
Kronprinz Wilhelm Bremen Sept. 12
Mesaha London Sept. 9
Friedrich der GrosseBremenSept. 9

fferson, Norfolk		8 00 P M
INCOMING 87	EAMSHIPS.	
Due To	-day.	
Sloma	uelva remen	Sept. 2 Sept. 12 Sept. 9 Sept. 11 Sept. 13 Sept. 13
Due To-n		
inzess Irene	cksonville Croixayti	Sept. 20
Taldarese H	amburg	Sept. 9
cilian Prince Nomus Nomu	apiesew Orleans urks Island	Sept. 7 Sept. 16 Sept. 16
Due Friday		
utionie. Li rdeaux H tita di Torino N tonia G Valle G mai G	avreapiesibraltaralveston	Sept. 11 Sept. 7 Sept. 18 Sept. 16
Due Saturda		
Paul Sc mbria Li litic Li . Andrew Adramayo Gi Due Sunday	verpool verpool ntwerp braltar	Sept. 16 Sept. 15 Sept. 10 Sept. 9

FINANCIAL.

## NATIONAL RAILROAD CO. OF MEXICO.

To HOLDERS OF THE FIVE PER CENT. GOLD NOTES OF THE NATIONAL RAILROAD COM-PANY OF MEXICO, maturing October 1, 1905.

This Company has arranged with MESSRS.

SPEYER & CO. for the extension of this issue of notes until OCTOBER 1, 1907, with interest at the rate of five per cent. per annum, subject to redemption at the option of the Company on any interest day on sixty days' notice by publication. Holders of Notes who desire to avail themselves of the privilege of extending their Notes must present their Notes, in NEW YORK, at the office of MESSRS. SPEYER & CO., 24-29 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-29 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. Street, or in LONDON at the office of MESSRS. SPEYER & CO., 24-20 Pine. S 1805, to be appropriately stamped, and to have affixed thereto new coupon sheets covering such extension period.

This Company has arranged with MESSRS.
SPEYER & CO. that the holders of Notes who do not desire to avail themselves of the privilege of extension will receive par for their Notes on or after October 1st. 1905, at any of the officer above

THE WHEELING TERMINAL RAILWAY CO.
Office of the Treasurer.
Pittsburgh, Pa., September 1, 1905.
First Mortgage Bonds of this Company to the amount of \$11,850 will be purchased for the Sinking Fund. October 2, 1905, from the lowest bidders, at a price not to exceed par and interest. Sealed proposals to sell bonds must be in the hands of Messrs. Winslow, Lanler & Company. New York, before twelve o'clock noon Saturday, September 30, 1905.

T. H. B. McKNIGHT, Treasurer.

T. H. B. McKNIGHT, Treasurer.

## PROPOSALS.

PROPOSALS FOR ALTERATIONS TO POWER HOUSE. FORT WOOD, N. Y. H., Sept. 1, 1906—Scaled proposals in duplicate for furnishing all material and labor for making alterations to Power House here will be received until 12 M., Sept. 20, 1905, and then opened. Information furnished on application. Envelopes containing proposals should be indorsed "Proposals for Alterations to Power House," and addressed QUARTERMASTER.

FORT HANCOCK, N. J., September 16, 1905—Sealed proposals for constructing macadam road-ways and concrete sidewalks here will be received until 12 M., October 16, 1905. Information furished on application. U. S. reserves the right to reject any or all proposals. Proposals should be marked "Proposals for Roads and Sidewalks," addressed ABE. S. BICKHAM, Q. M. DEPARTMENT OF DOCKS AND FERRIES
The City of New York.
Sealed bids or estimates for coal (939) and building pler foot of East 120th Street, Harlem River (940) will be received by the Commissioner of Docks at Pier "A," Battery Place, until 2 o'clock P. M., September 29, 1905. (For particulars see City Record.)

DEPARTMENT OF DOCKS AND FERRIES.

The City of New York.

Scaled bids or estimates for asphalt paving the decks of Piers 57 and 58, North River (980), and cobble stone (938), will be received by the Commissioner of Docks at Pier "A," Battery Place, until 2 o'clock P. M., September 22, 1903. (For particulars see City Record.) THE DEPARTMENT OF DOCKS AND FERRIES will sell at public auction old material at the Walla bout Basin, Brooklyn, at 10:30 A. M., Sept. 18, 1905 (For particulars see City Record.)

PUBLIC NOTICES.

NOTICE IS HEREWITH GIVEN of the intention of the undersigned of applying to the Board of Health of the City of New York, on the 20th day of September, 1906, for a permit to slaughter animals on the following location: South side of Kent Avenue, between Hooper and Keap Streets and Wallabout Canal.

Dated September 18th, 1908.

BENJAMIN MAY.

STEAMBOATS.

# HUDSON RIVERIGHT

P. tilal steamers "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest river boats in the world.

Leave Brooklyn, Fulton St. (by Annex) . 8:00 A. M.

Leave Desbrosses St. Pler . . . . 8:40 "

NEW PIER WEST 42D Sf . . . . 9:00 "

West 129th St. . . . . . 9:20 " 

Steamer Mary Powell
Leaving Desbrosses St. at 3:10-P. M. (Saturdays 1:45 P. M.); W. 42d St., 3:30 P. M. (Saturdays 2 P. M.) (Saturdays 2 P. M.) for Highland Falls, Cornwall, Newburgh, New Hamburg, Milton, Poughkeepsle, Rondout and Kingston. Orchestra on board.

## "THE NEW LINE" N. Y. to FALL RIVER .. .. PROVIDENCE .. .. BOSTON LOW RATES TO ALL EASTERN POINTS. PALATIAL STEAMER "FRANK JONES" salls from Pier 20 (new East River, foot of Market St., Mondays, Wednesdays, Fridays, 4:30 P. M. Phone 2106 Orchard. Daily freight service.

Court Calendars This Day. Appellate Division—Supreme Court.—Recess.
Supreme Court—Special Term.—Part I.—Motion
ilendar called at 10:30 A. M. Part II.—Ex parte Sept. 15
Sept. 10
Sept. 10
Sept. 10
Sept. 10
Sept. 10
Sept. 10
Sept. 14
Sept. 16
Sept. 10
Sep

PROPOSALS. Office of the President of the Borough of Manhattan, City Hall. The City of New York.
SEALED BIDS OR ESTIMATES will be received by the President of the Borough of Manhattan, at the City Hall. Room No. 16, until so clock P. M. on THURSDAY, SEPTEMBER 28, 1905.
No. 1. REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF WEST BROADWAY, FROM DEY STREET TO WEST BROADWAY, FROM DEY STREET TO WEST FOURTH STREET. THIS INCLUDES GREEN. WICH STREET, FROM DEY STREET TO VESEY STREET.

TRIS Company has arranged with MESSRS.
SPEZER & CO. that the holders of Notes who do
not clears to avail themselves of the privilege
after October 1st, 1906, at any of the offices above
mentioned.
New York, September 1st, 1908.
MATIONAL RAILROAD COMPANY OF MEXICO.
By D. P. BENNETT, Vice Presideat.

TO THE HOLDERS OF

Contral of Georgia Railway Company
FIRST, SECOND, AND THIRD PREPERENCE
INCOME HONDS.

SAVABRANEH, GAS, September 1st, 1906.
The Central of Georgia Railway Company has
made provision for the attachment to their Income
Bonds of engraved coupons sheet's bearing coupon
Both, 1906, and the reader, to maturity.

The bonds should be deposited on and after
Colober 2d, 1906. Nose bonds as are deposited
for intelligence will be attachment to their Income
Cocked payment in full, of Interest to date,
And providing that therefore, to maturity.

The bonds should be deposited on and after
Colober 2d, 1906. Nose bonds as are deposited
for intelligence will be attachment to their Income
Cocked payment in full, of Interest to date,
And providing that therefore interest waters

Full particulars may be obtained upon application, to without payment in full, of Interest to date,
And providing that therefore interest waters

Full particulars may be obtained upon application, to without payment in full, of Interest to date,
And providing that therefore interest waters

Full particulars may be obtained upon application, to without payment in full, of Interest to date,
And providing that therefore for Interest to date,
And providing that the fore for Interest to date,

THIRD STREET, FROM FIRST AVENUE TO EAST RIVER.

No. 27. REGULATING AND REPAVING WITH GRANTE BLOCK PAVEMENT ON CONCRETE FOUNDATION. THE ROADWAY OF FIFTY-THIRD STREET, FROM AVENUE A TO FIRST AVENUE.

No. 28. REGULATING, GRADING, CURBING, RECURBING AND FLAGGING WEST ONE HUNDRED AND SIXTY-THIRD STREET, FROM BROADWAY TO FORT WASHINGTON AVENUE.

No. 29. REGULATING, GRADING, CURBING, RECURBING AND FLAGGING ONE HUNDRED AND SIXTY-FOUNTH STREET, FROM BROADWAY TO FORT WASHINGTON AVENUE.

No. 29. REGULATING, GRADING, CURBING, RECURBING AND FLAGGING ONE HUNDRED AND SIXTY FOUNTH STREET, FROM BROAD-

RECURBING AND FLAGGING ONE HUNDRED AND SIXTY FOURTH STREET, FROM BROADWAY TO FORT WASHINGTON AVENUE. No. 30. REGULATING, GRADING, CURBING AND FLAGGING ONE HUNDRED AND SIXTY-NINTH STREET, FROM BROADWAY TO FORT WASHINGTON AVENUE. No. 31. REGULATING, GRADING, CURBING AND FLAGGING WEST ONE HUNDRED AND SEVENTY-SEVENTH STREET, FROM ST. NICHOLAS AVENUE TO EROADWAY. REGRADING NO. 32. REREGULATING AND REGRADING SIDEWALKS ON BROADWAY. EAST AND WEST SIDES, FROM ONE HUNDRED AND FIFTY FIFTH STREET TO ONE HUNDRED AND FIFTY NITH STREET, OND SET AND RESET CURB THEREON.

FIFTH STREET, AND SET AND RESEATHERED.
NINTH STREET, AND SET AND RESEATHERED.
NO. 38. FLAGGING SIDEWALKS ON BROADWAY, EAST AND WEST SIDES, FROM ONE HUNDRED AND NINETEENTH STREET TO ONE HUNDRED AND FORTY THIRD STREET.
For full particulars see City Record.
JOHN F. AHEARN,
Borough President,

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND FALL RIVER LINE via Newport and Fall River Lve. Pler 19, N. R., foot Warren St., week days and Sundays, 5:30 P. M. Strs. PRISCILLA and PURI-Sundays, 6:30 P. M. Strs. PRISCILLA and PURITAN. Orchestra on each.
PROVIDENCE LINE for Providence, Boston.
East and North. Lvc. Pier 18, N. R., foot Murray
St., week days only, at 6:00 P. M. Strs. PROVIDENCE (new) and PLYMOUTH. Orchestra on each.
NEW HEPFORD LINE for New Bedford, Cottage
City and Nantucket. Lvc. Pier 40, N. R., foot
Clarkson St., week days only, at 6:00 P. M. Strs.
MAINE and NEW HAMPSHIRE.
NORWICH LINE via New London, Lvc. Pier 40,
N. R., ft. Clarkson St., week days only, 6:00 P. M.
Strs. City of Lowell and Chester W. Chapin.
NEW HAVEN LINE for New Haven, Hartford,
and North. Lvc. Pier 20, E. R., foot Peck Slip,
week days only, 4:00 P. M. Str. RICHARD PECK.

By Sea to Maine

A SHORT, REFRESHING SEA TRIP.
The ideal route for Sportsmen and Tourists to
Portland, Bar Harbor, The Rangeleys, White
Mountains, &c. Unequalled 8-day health giving
Sound and sea trips. Steamers sail Tuesdays,
Thursdays and Saturdays at 6 P. M. Booklet
giving list of tours, hotels and boarding houses
free on application to Maine S. S. Co., 280 Broadway, or Pier (New No.) 32, East River, New York,
Phone 3419 Franklin.

## PEOPLES LINE NEW YOR K-ALHANT. Hudson River by Searchlight. Hudson River by Searchlight.

Steamers C. W. MORSE, odd dates Sept., and ADIRONDACK, Iv. Pier No. 32, N. R., foot of Canal St., 6 P. M., and West 129th St., 6:30 P. M., weekdays and Sundays. Direct connection at Albany for all points North, East and West. Orchestra on steamers. Automobiles carried. "Beautiful Hudson by Searchlight," 10c.

BOSTON \$2.50 JOY LINE
PROVIDENCE 1.50 PHONE
Every Week Day at 5 P. M.

PHONE
SOO ORCHARD. Sailing from Pier 35 East River, ft. Catharine St

TROY LINE, "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier dally, 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany. HARTFORD LINE

From New Pier 19, East River, foot of Peck Slip, daily, except Sunday, at 5 P. M. for Connecticut River landings. Write for illustrated folder. Catskill, Hudson & Coxsackie Boats. Christopher St., N. R., week days, 6 P. M.

OCEAN STEAMERS. MALLORY STEAMSHIP LINE
Tickets to Texas, Colorado, Mexico, California, Arizona, New
Mexico, Mobile, Ala: Georgia,
Fiorida, Free "Cecan Book."
LOW CALIFORNIA TICKETS
NOW ON SALE.

C. H. MALLORY & CO., 129 Front st. N. Y.

RAILROAD.
STATIONS POOT OF WEST TWENTY-THIRD
STREET AND DESBROSSES AND
CORTLANDT STREETS.
The leaving time from Desbrosses and Cortlandt Streets is not minutes later than that given below for Twenty Third Street Station.
FOR THE WEST.

7.55A. M. CRICAGO SPECIAL.
10.55A. M. ST. LOUIS LIMITED. For Cincinnati and St. Louis.
THE PENNSYLVANIA LIMITED.
28 hours to Colleago.
28 hours to Colleago.

\*10.55 A. M. THE PENNSYLVANIA LIMITED.
22 hours to Chicago.

\*1.55 P. M. CHICAGO. CINCINNATI AND ST.
LOUIS EXPRESS.

\*3.55 P. M. PENNSYLVANIA SPECIAL.

18 hours to Chicago

\*4.55 P. M. CHICAGO. LIMITED.

\*5.55 P. M. ST. LOUIS AND CINCINNATI EX.

\*5.55 P. M. WESTERN EXPRESS.

\*7.55 P. M. PACIFIC EXPRESS.

\*8.25 P. M. CEVELAND & CINCINNATI EXP.

\*9.55 P. M. PITTSBURG SPECIAL.

\*5.55 P. M. PITTSBURG SPECIAL.

\*5.55 P. M. CEVELAND & THE SOUTH.

\*7.55, 8:25 \*9:25, \*9:55, \*10:55 a. m., 12:25, \*12:55, 2:10

(\*3.25, \*0ongressional Limited\*), \*3:25, \*4:25, \*10:55

a. m., 12:25, \*12:25, \*25, \*50:50 s. m., 12:10 night.

SOUTHERN RAILWAY.—\*12:55, \*3:25, \*4:25 p. m., 12:10 a. m., daily.

ATLANTIC COAST LINE—\*0:25 a. m., and 9:25

ATLANTIC COAST LINE. 9:25 a. m. and 9:25 p. m. daily. SEABOARD AIR LINE.—12:25 p. m. and 12:10 a. m. NORFOLK AND WESTERN RAILWAY .- \*3:25

daily.

NORFOLK AND WESTERN RAILWAY.—'3:25
D. m. daily.
CHESAPEAKE & OHIO RAILWAY.—'5:5 a. m. week days, \*4:55 p. m. daily.
FOR OLD POINT COMFORT AND NORFOLK.—
7:55 a. m. week days, 8:25 p. m. daily.
ATLANTIC CITY.—9:25 a. m. and 2:55 p. m. week days.
CAPE MAY.—12:55 p. m. week days.
LONG BRANCH, ASBIRY PARK (Ocean Grove)
(North Asbury Park Sundays) and Point Pleasant, 8:55 a. m. (12:25 Saturdays) only except Long Branch, 12:25 (2:55 Saturdays) only except Long Branch, 12:25, (2:55 Saturdays) only except Long Branch, 12:25, (2:55 Saturdays) only except Long Branch, 12:25, saturdays, capt Long Branch).
4:55 and 6:55 p. m. week days. Sundays, 8:25, 9:25, 10:55 a. m. and 4:55 p. m. week days.
Sundays, 8:25, 9:25, 9:25, 9:55, \*10:55, \*10:55, \*10:55, \*10:55, \*155, \*2:0, 2:55, \*3:25, 3:55, \*2:5, \*2:5, \*2:5, \*3:5, \*5:

V. W. ATTERBURY, J. R. WOOD,
General Manager, Pass'r Traffic Manager,
GEO, W. BOYD,
General Passenger Agent.

OCEAN STEAMERS.

AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Salling Saturdays 9:30 A. M., Pler 15, N. R.
Philadelphia... Sept. 23 New York... Oct.
St. Paul..... Sept. 30 St. Louis... Oct. 6: ATLANTIC TRANSPORT LINE. NEW YORK—LONDON DIRECT, Pler 39, N. I MESABA Sept. 23, 9:00 A. MINNEAPOLIS Sept. 30, 6:30 A. MINNEHAHA Oct. 7, 1 P.

THE MEDITERRANEAN AZORES. 

Hamburg-American. Plymouth-Cherbourg-Hamburg

Deutschl'd, Sep. 21, 10 AM | \*Molike. Oct. 12, 0 A M Pretoria. Sept. 22, noon | Penns'lv'a., Oct. 14, 6AM | Waldersee, Sept. 30, 6 AM | Thu'tch'ld. Oct. 19, 8:30AM | Bluecher, Oct. 5, 11 A M | Amerika. Oct. 28, 3 P. M. | Grill room. "Gymnasium on board. | Calling at Dover for London and Paris.

The new AMERIKA Salls | Calling at glant N. N.

700 feet, 23,500 tons reg. 42,000 tons displ.

Ocean Passage about 7 days.

Special Features.

Restaurant a la carte, elevator, gymnasium, electric baths and other novel features, in addition to the usual accommodations of transatlantic liners.

New York-Naples-6300a Superb New Twin Screw Steamers. Offices, 35 and 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERBOURG—BREMEN.

Rronpring.Sept.26,139PM Kronpring. Oct. 24, noon
Kaiser....Oot. 3, 10 AM Kaiser....Oot. 81, 10 AM
E. Wm. II. Oct. 10, 1 PM K. Wm. II. ...Nov. 7, noon
OELRICHS & CO., 6 Broadway, N. Y.

# BERMUDA "The Land of the Lily and the Rose."

The superb new twin-screw S. S. BERMUDIAN. 5,500 tons, clegantly fitted for passengers, sails Sept. 27th, Oct. 11th for BERMUDA, affording an enjoyable TEN DAYS' OUTING, including five days' visit to these beautiful little windswept islands.

\$44.50 Hotel and other expenses \$44.50 Berths and information from THOS. COOK & SON 261 AND 1185 BROADWAY, 640 MADISON AVENUE, NEW YORK.

CUNARD LINE.

To Liverpool via Queenstown.

From Piers 51-52, North River.
Carpatha. Sept. 19, 9 AM | Umbria,.... Sept. 30, 7 AM
Campania. Sept. 23, 12 M | Caronia... Oct. 3, 9 AM
Ultonia,... Sept. 28, 2 P M | Lucania., Oct. 7, 11 A, M,
Carrying second and third class only.
GIBRALTAB.—NAPLES—ADRIATIO.
New Modern Twin Screw Steamers.
PANNONIA..... Sept. 19, noon; Nov. 1, Dec. 19
SLAVONIA..... Oct. 17, 10 A, M.; Dec. 5, Jan. 50
CARPATHIA.... Nov. 21, noon; Jan. 9, Feb. 27
Vernon H. Brown, General Agent.
Apply 29 Broadway, New York.

Caledonia...Sept. 23, noon Columbia. Oct. 7, 3 P.M.
Astoria.....Sept. 30, 9 AM Furnessia. Oct. 14, 9 A. M.
Cabin, 850; Second Cabin, \$35; Taird Class, \$27,50 and upward, according to accommodation and steamshib. For tours and information apply to HENDERSON BROTHERS, 17 and 19 Broadway.

OLD DOMINION LINE. For Old Point Comfort, Norfolk, Portsmouth, Pinners' Point and Newport News, Va.; connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 26, N. R., foot Beach st. every weekday at 8 P. M. H. B. Walker, Vice-President and Traffic Manager.

Branch Offices



Advertisements and Subscriptions may be left at these offices, where the rates are the same as these charged at main office.

NEW YORK CITY, 1333 Broadway, near 38th St.: 241 West 125th St. BROOKLYN, 312 Washington St., 341 Fulton St. LONG ISLAND CITT, N. Y., 18 Bordon Ave., E. N. Dodson. BOSTON, MANS., Room 44, Globe Building, Washington Street, T. P. Harrison.

NEWARE, N. J., 784 Broad Street, F. N. Sommer. CHICAGO, ILL., 1002-1004 Tri-

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A HUDSON RIVER R. R. THE SIX-TRACK TRUNK LINE

OF AMERICA NEW YORK CENTRAL LINES Operating more than twelve thousand miles of railway east of Chicago, St. Louis and Cincianati.

Operating more than twelve thousand miles of railway east of Chicago, St. Louis and Cincinant.

This is the Direct Line from New York & Boston to Niagara Falla and to the West, the Northwest and the Southwest by way of the great cataract and Chicago, St. Louis of Cincinnatt.

Trains depart from Grand Central Station, 424 street, New York, as below.

North and west bound trains, except those leaving at 8:30 A, M., 1:37, 8:30, 8:40, 1:120 P, M., will stop at 125th street to receive passengers ten minutes after leaving coan occur passengers arised passengers accur passengers and coan occur passengers arised passengers accur passengers accur passengers arised passengers accur passengers accurated accur the most passengers arised passengers accurated ac

WEST SHORE R. R. (New York Central & Hudson R. R., Lessee.)
Trains loave Franklin st. station. New York, as follows, and 15 minutes later foot West 2d st., N. & follows, and 15 minutes later foot West 2d st., N. & fill. 20 A. M.—Mountain and Mohawk Express.
112:45 P. M.—Riv Van Winkle Plyer.
1:00 P. M.—Chleago Express.
2:25 P. M.—Con. Lim. for Detroit, Chi. & St. Louis.
13:25 P. M.—Ulster Express.
6:00 P. M.—For Roch., Buffalo, Detroit & St. Louis.
18:00 P. M.—For Roch., Buffalo, Detroit & St. Louis.
18:00 P. M.—For Roch., Buffalo, Detroit & St. Louis.
19:44 P. M.—For Syra., Roch., Nia. Palls, Det. & Chi.,
10-11; Juliy except Sunday, Baggage checked from hotel or residence by Westcott Express.
A. H. SMITH,
Gen T. Manager.
Gen T. Pass T. Agent.

READING SYSTEM

NEW JERSEY CENTRAL R. R.

j\*12:15 mdt.

RALITMORE AND WASHINGTON—5:00, m\*10:00,

\*12:00, m\*2:00, m\*2:00, \*6:00, \*7:00, \*112:15.

READING, HARRISBURG, POTTSVILLE AND

WILLIAMSPORT—2:4:50, 2:450, 18:30, 18:10, (10:60,

11:00 A. M. Reading only, (8:100, 18:20, 12:00)

P. M. Reading Pottsville, Harrisburg only,

14:00, \*5:00, 7:30 P. M.

SANDY HOOK ROUTE.—Leave Pier 81, N. R.,

W. 42d St., 9:35 A. M., 10:0, 7:45 P. M. Leave Pier

10, N. R., Cedar St., 10:00 A. M., 1:30, 8:10 P. M.

Sundays, 9:26 A. M., 1:00, 7:45 P. M., Leave Pier

10, N. R., Cedar St., 10:00 A. M., 1:30, 8:10 P. M.

\*Daily, \*Thaily except Sunday, \$Sundays, 1:Parior ears only, \*Tyla Tamaqua, aExcept Saturdays, mDining car, xSaturdays only, zFrom,

Liberty St. only,

From Twenty-third Street—5:20 P. M., 6:30

P. M., e1:20 P. M., g4:20 P. M., 11:30 P. M., 8:30

P. M., e1:20 P. M., g4:20 P. M., 11:30 P. M., 8:30

Offices: Liberty St., West 23d St., 6 Astor House,

261, 434, 1800, 1864 Broadway, 182 sth Ave., 281 Sth

Ave., 25 Union Square West, 7:98 3d Ave., 7:8 West

125th St., 246 Columbus Ave., New York; 24, 283, 244,

860 Fulton St., Brooklyn; 300 Broadway, Williams
burg, New York Transfer Co. calls for and checks

baggage to destination.

W. G. BESLER,

C. M. BURT,

Vice-Pres. & Gen. Mgr.

Gen. Pass'r Agent,

BALTIMORE & OHIO RAILROAD

BOYAL BLUE LINE TRAINS

"EVERY OTHER HOUR ON THE EVEN HOUR"

TO BALTIMORE AND WASHINGTON.

Leaves West 23d Street 10 minutes earlier, except midnight train leaves 1150 p.m.

Lv.Liberty street, 8:00 a.m. Except Sun. Buffet.

12:00 noon. Daily. Diner.

12:00 noon. Daily. Diner.

12:00 p.m. Daily. Buffet.

(Royal Limited) 4:00 p.m. Daily. Buffet.

12:10 p.m. Daily. Diner.

12:10 p.m. Daily. Buffet.

12:11 night. Daily. Sieepors.

FILENDID TRAINS BERVICES.

THROUGH TRAINS BAILY TO THE WEST.

Leave New York City, West 23d St. Liberty St.

Chicago, Pittsburg. Seepor 11:20 p.m. 12:15 a.t.

Chicago, Caiumbun, Diner 11:50 a.m. 12:00 n.m.

Fittsburg. Cleveland, Lim'd 250 a.m. 4:00 p.m.

"Fittsburg. Limited, "Buffet 650 a.m. 4:00 p.m.

Chacinnant, St. Louis Sleeper 11:20 p.m. 12:15 a.t.

Clacinnant, St. Louis Sleeper 11:20 p.m. 12:15 a.t.

Chicago. Caiumbun. Diner 12:00 a.m. 12:00 a.m.

Offices: 187, 251, 434, 1800 Broadway, S. Astor

House, 106 Greenwich St., 25 Union Square W., 281

Grand St., N. Y.; 343 Felton St., Broadyn; 22d St.

NEW YORK, NEW HAVEN & HARTFORD R.R. NEW YORK, NEW HAVEN & HARTFORD R.B.

Trains depart from Grand Central Station, and
St. and 4th Av., as follows, for
BOSTON, via New London & Prov.—tillio.co.

\*XII.0.0.2 \*(115.00 \*), ix.100. \*(115.00 \*), ix.100 \*),

leeping Car tickets also. LEHIGH VALLEY, Foot of West 23d A. Cortlandt and Desbrosses Sts. B.
Daily, † Except Sunday, Sunday changes: olk.33,
dil 45, c7.87, n5.25, x5.45.

\*Daily † Except Sunday Outland Chunk Local 14, N.Y. Alv. N.Y. Buffalo Express 4, 65 Au 16, 60 Au Tickets and Pullman accommodations at 149, 361, 35 and 1234 Broadway, 182 5th Avo., 35 Union 5q. West, 45 Columbus Avo., N. T.: 825, 543 and 860 Fulton 5a, 360 Groadway, cf. F. Fulton 6a, Broaklyn.
N. T. Transfer Co. will call for and chook baggage.

Lackawanna Railroad

Leaves New York, foot Barclay and Christopher sta.

18:00 A. M.—For Binghamton and Elmira

10:00 A. M.—Buffalo, Chicago and St. Louis,

10:00 A. M.—Buffalo, Chicago and St. Louis,

11:00 P. M.—For Buffalo and Chicago,

11:00 P. M.—For Buffalo and Chicago,

11:00 P. M.—For Buffalo and Chicago,

11:00 P. M.—For Buffalo, Syracuse, Richfield Sp'gs,

11:00 A. M.—For Chicago—Steepen open 9:20 P. M.

11:00 A. M.—For Chicago—Steepen open 9:20 P. M.

11:00 A. M.—For Chicago—Steepen open 9:20 P. M.

11:00 A. M.—For Buffalo, Syracuse, Richfield Sp'gs,

12:00 A. M.—For Chicago—Steepen open 9:20 P. M.

11:00 A. M.—For Chicago—Steepen open 9:20 P. M.

11:00 A. M.—For Chicago—Steepen open 9:20 P. M.

11:00 A. M.—For Chicago—Steepen open 9:20 P. M.

12:00 A. M.—For Chicago—Steepen open 9:20 P. M.

13:00 A. M.—For Chicago—Steepen open 9:20 P. M.

14:00 P. M.—Steepen Open 9:20 P. M.

15:00 A. M.—For Chicago—Steepen open 9:20 P. M.

16:00 P. M.—For Chicago—Steepen open 9:20 P. M.

16:00 P. M.—For Buffalo, Shraday, N. Y. Zhangay, N. Y. Zhangay,